



METROLINK.

San Bernardino Line

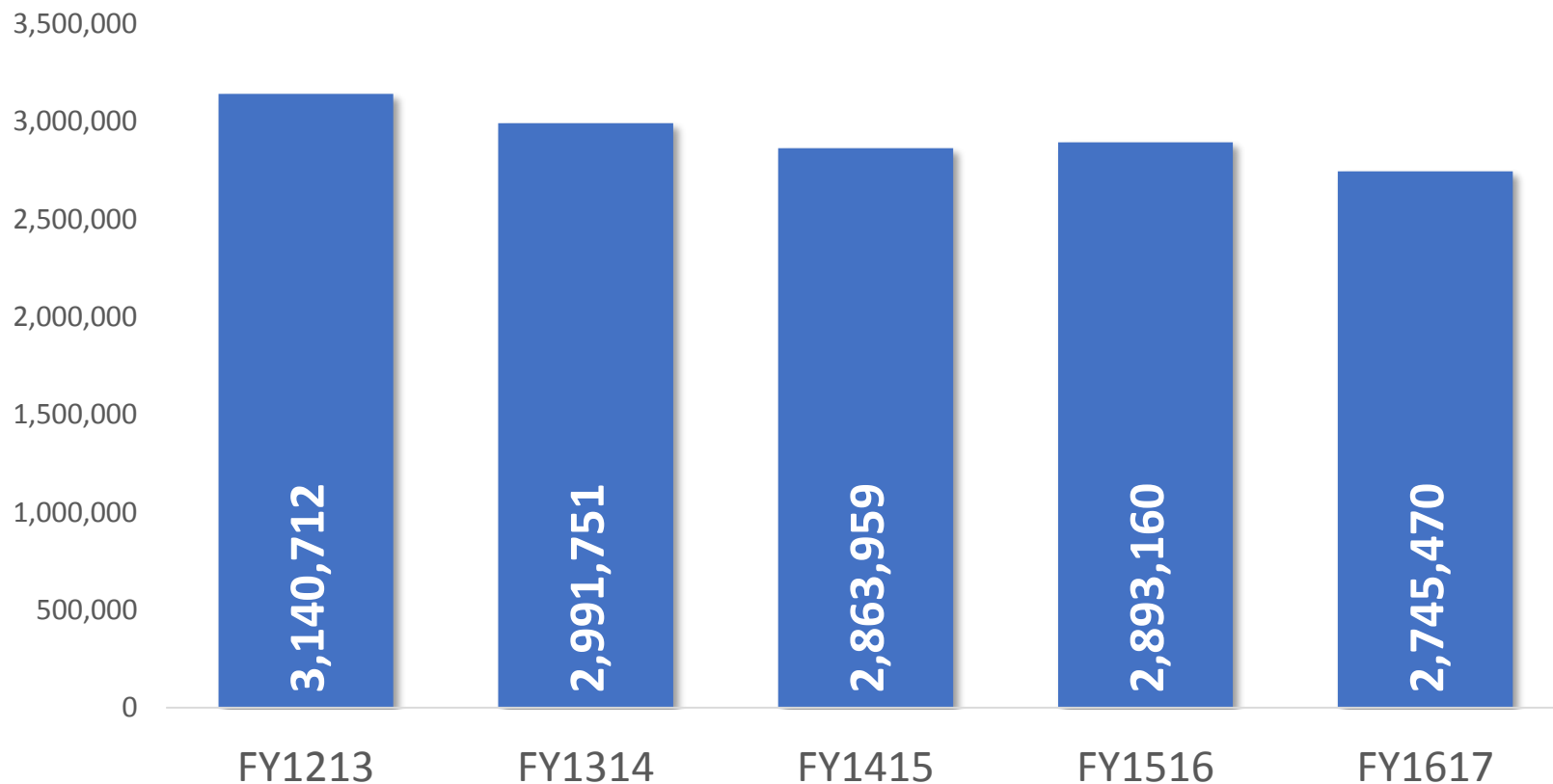
METROLINK COMMUTER RAIL SYSTEM

Line Profile

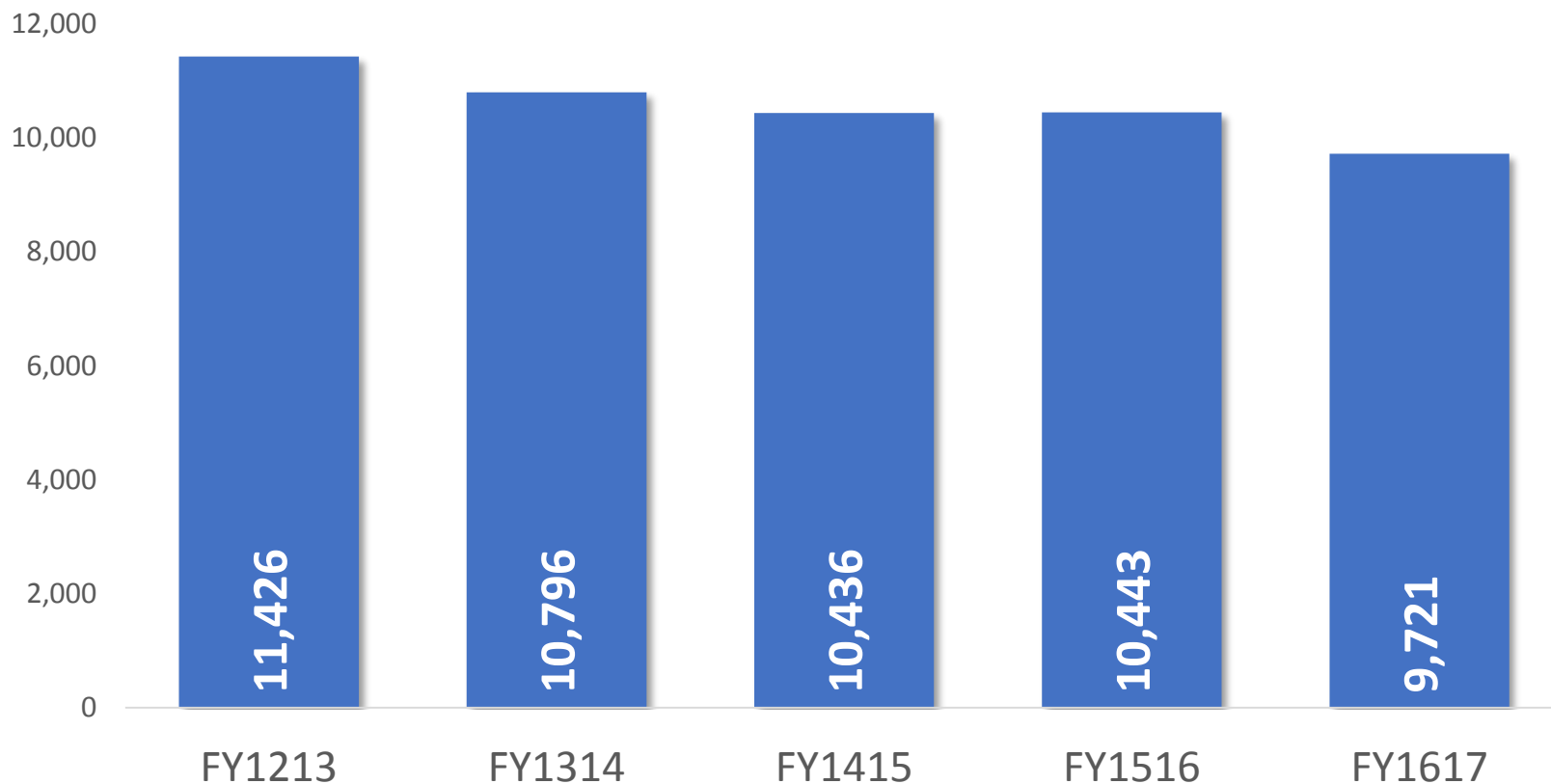


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Annual Ridership



Average Weekday Ridership



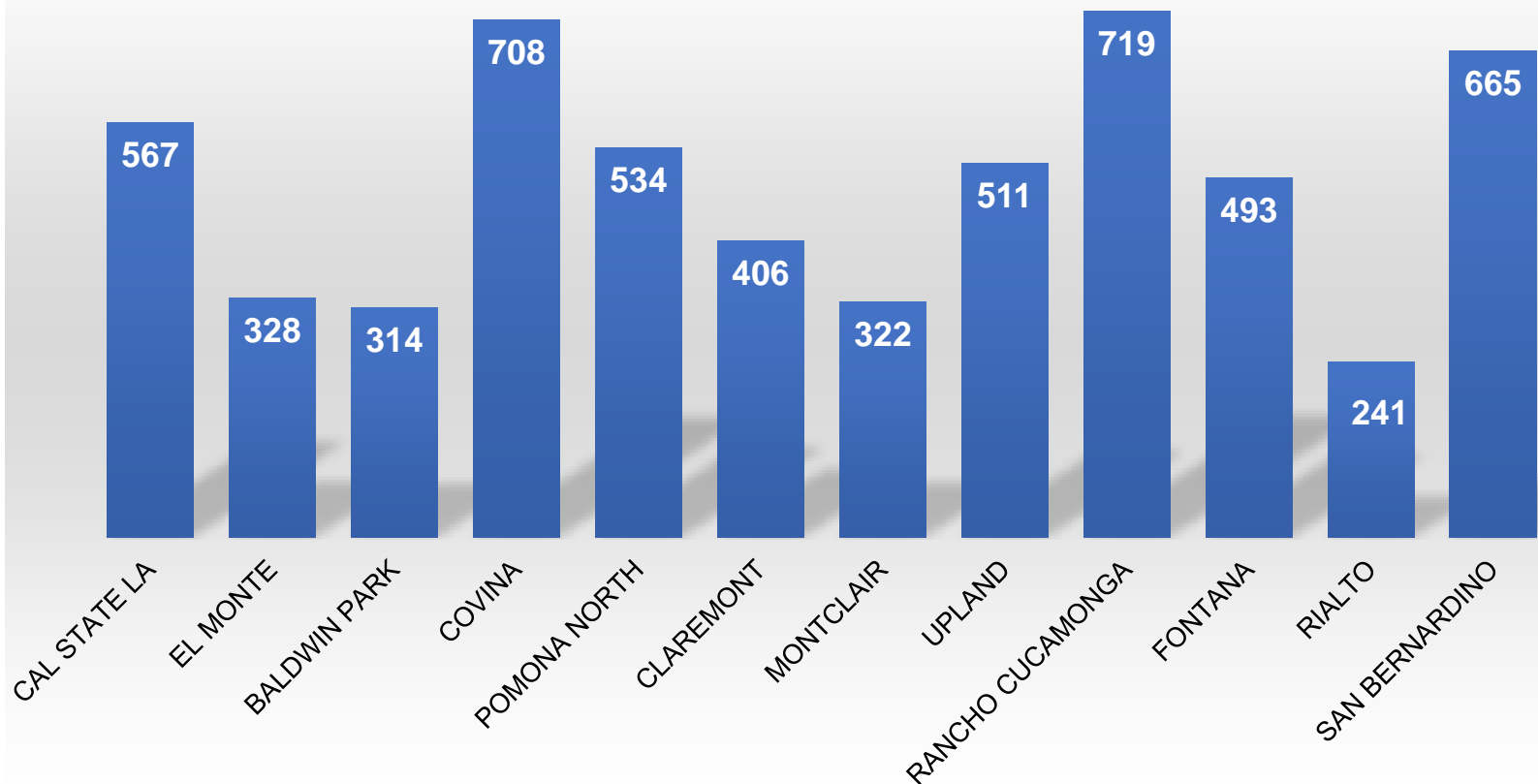


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San Bernardino Line

- Ridership Profile

AVERAGE WEEKDAY STATION BOARDINGS (FY17)





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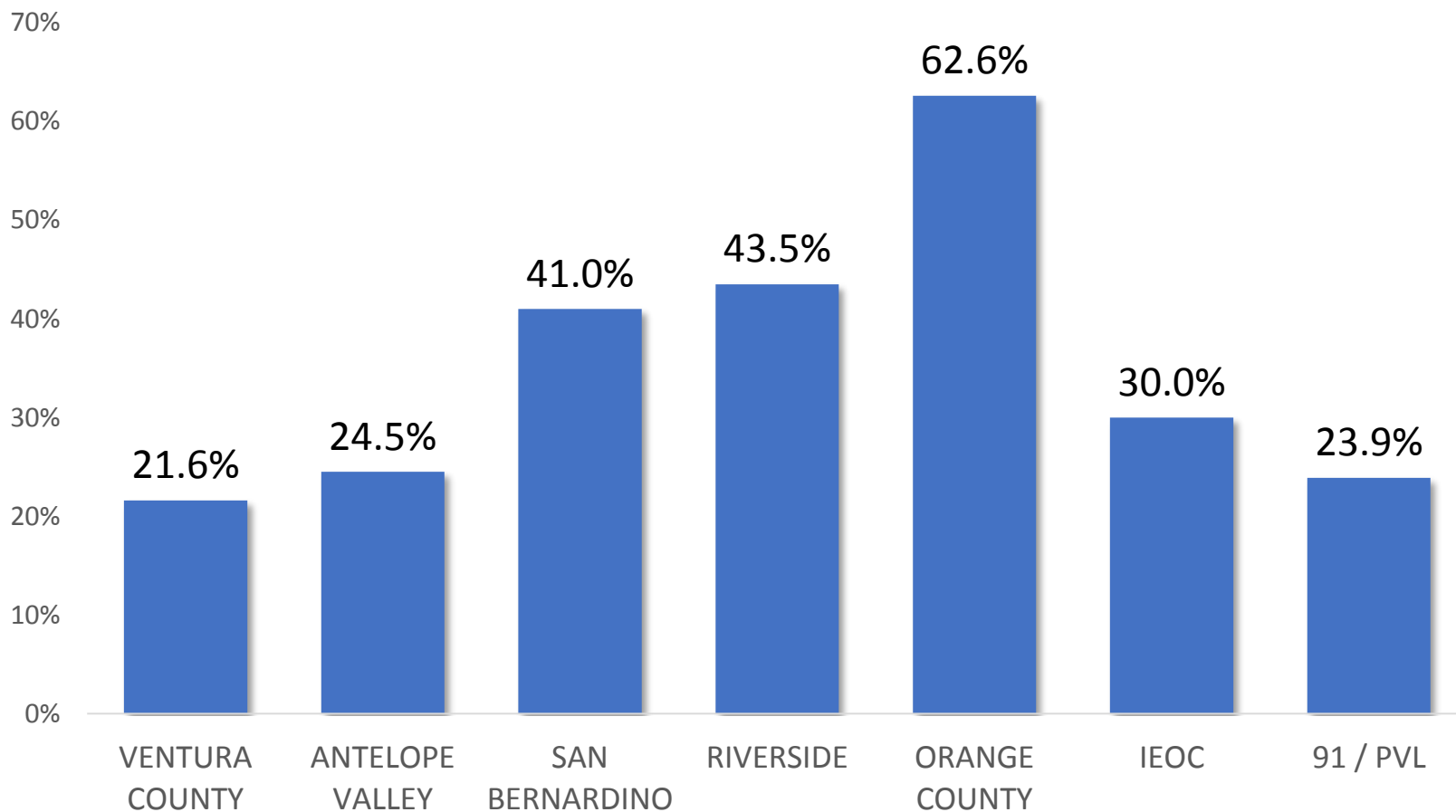
San Bernardino Line

- Ridership Profile

Average Weekday Station Boardings Trend

STATION	FY13	FY14	FY15	FY16	FY17	Trend
CAL STATE LA	508	484	464	566	567	
EL MONTE	452	430	383	352	328	
BALDWIN PARK	392	374	351	340	314	
COVINA	1,002	944	914	883	708	
POMONA NORTH	566	526	535	524	534	
CLAREMONT	402	394	400	397	406	
MONTCLAIR	307	282	292	339	322	
UPLAND	530	495	495	505	511	
RANCHO CUCAMONGA	1,015	962	803	818	719	
FONTANA	442	423	368	420	493	
RIALTO	286	253	239	256	241	
SAN BERNARDINO	807	766	738	748	665	

Farebox Recovery Ratios (FY18 Budget)





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San Bernardino Line - Financial Performance

Key Financial Stats (FY18 Budget)





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San Bernardino Line

- Line Stats

Line Stats

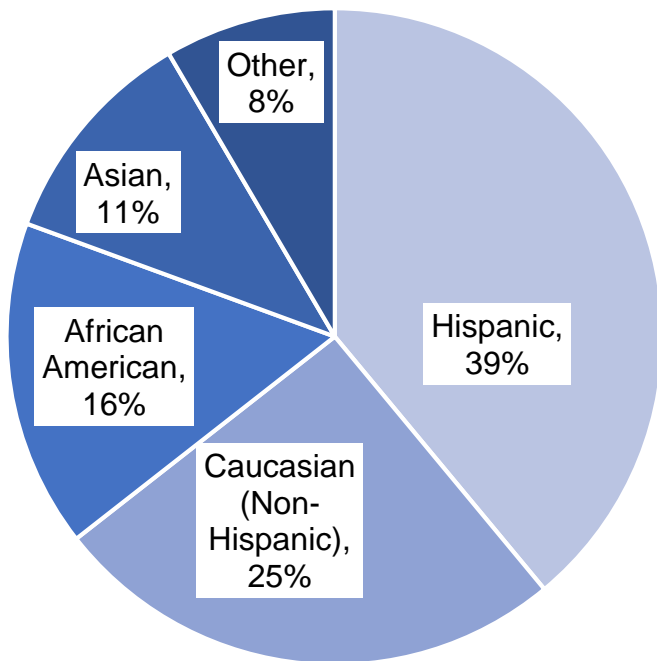
Oct. 26, 1992	Line opening
56.6	Route miles
33%	With second track
100%	Of line owned/dispatched

Service Stats (FY18 Budget)

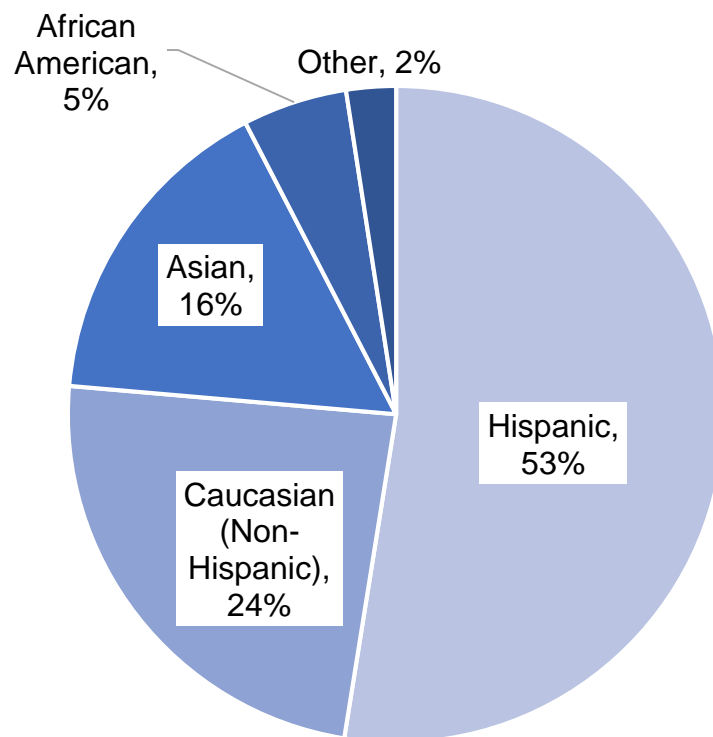
13	Stations (incl. LAUS)
38 20/14	Weekday Trains Saturday/Sunday Trains
33 mph	Average Speed
663,919	Annual Train Miles



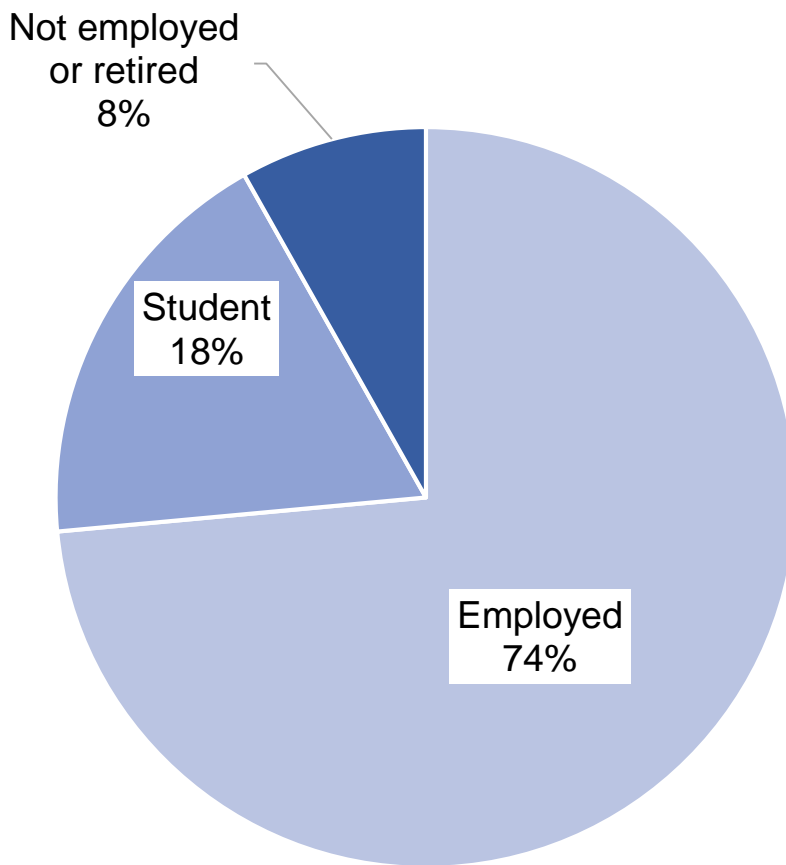
RIDERSHIP ETHNICITY



CORRIDOR ETHNICITY



RIDER EMPLOYMENT STATUS



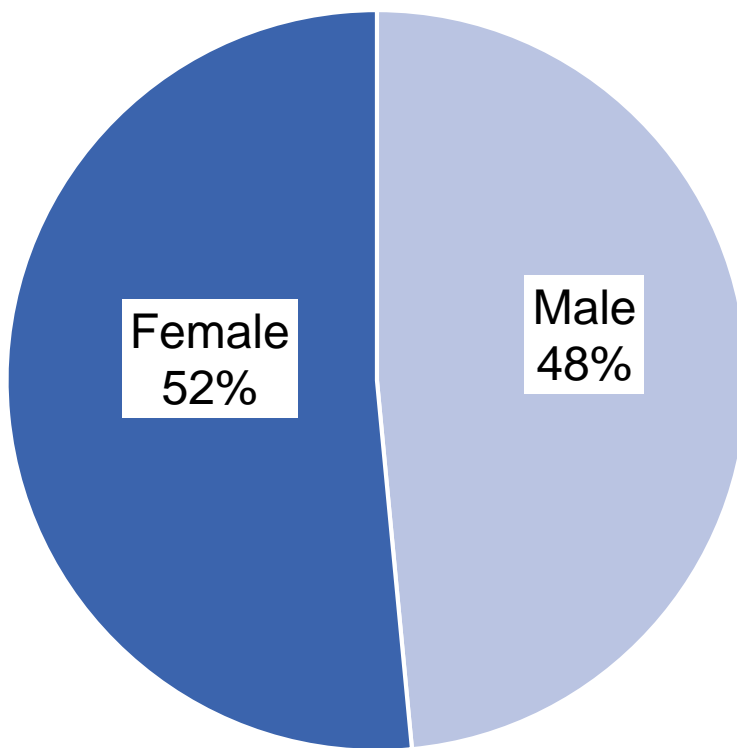


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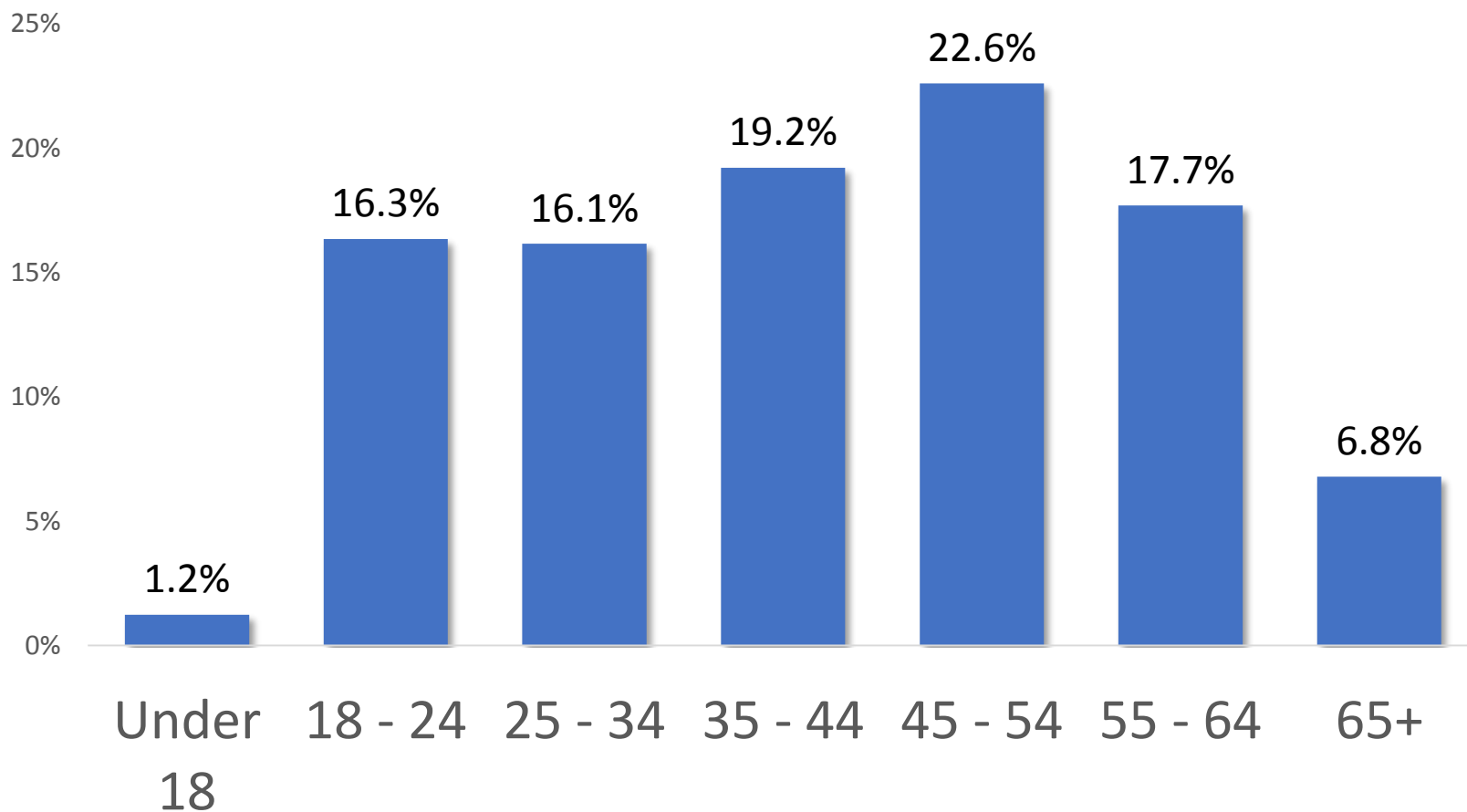
San Bernardino Line

- *Demographics*

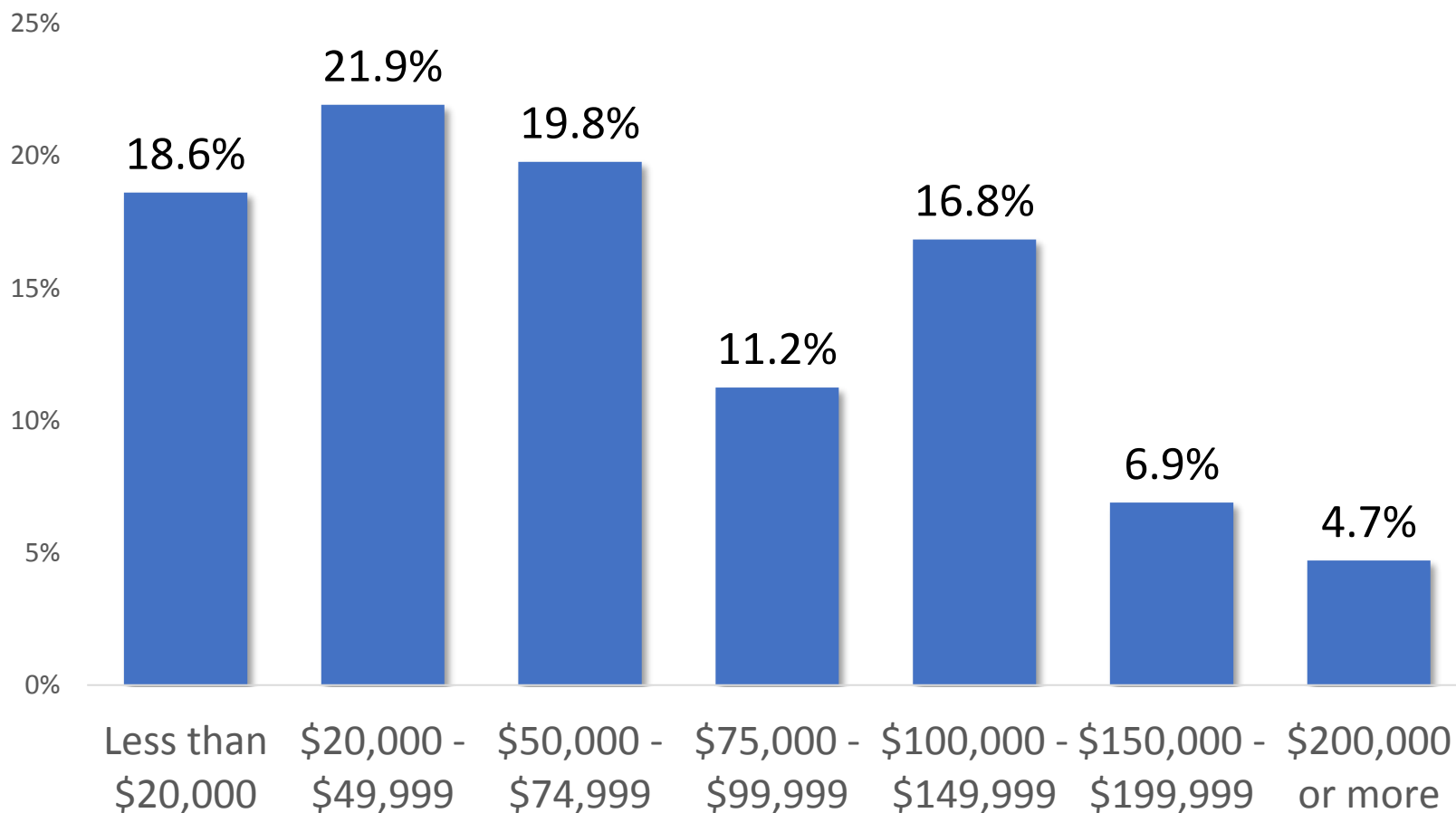
RIDER GENDER



Age Categories



Household Income



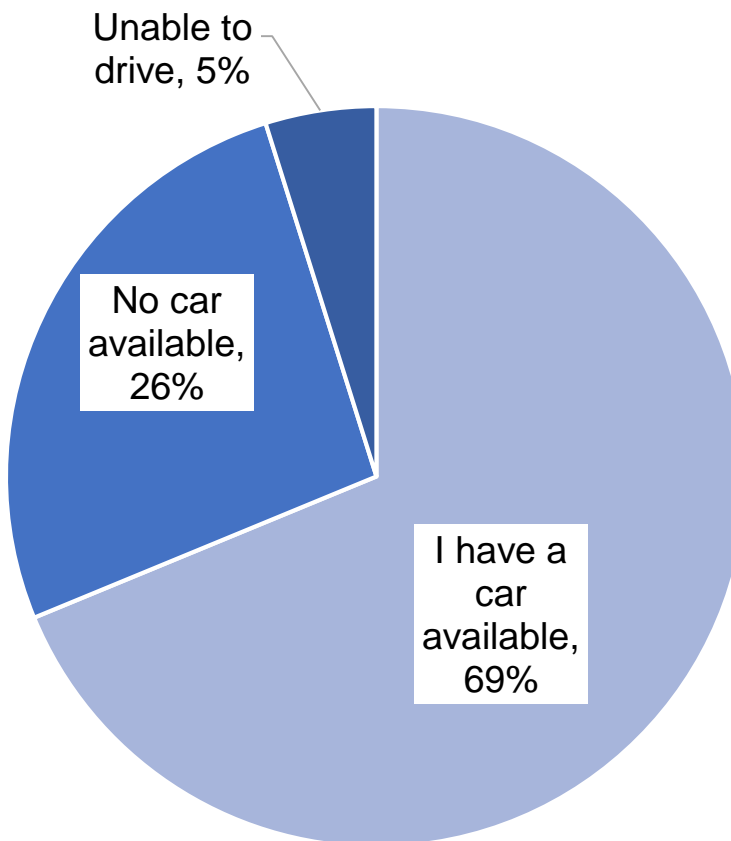


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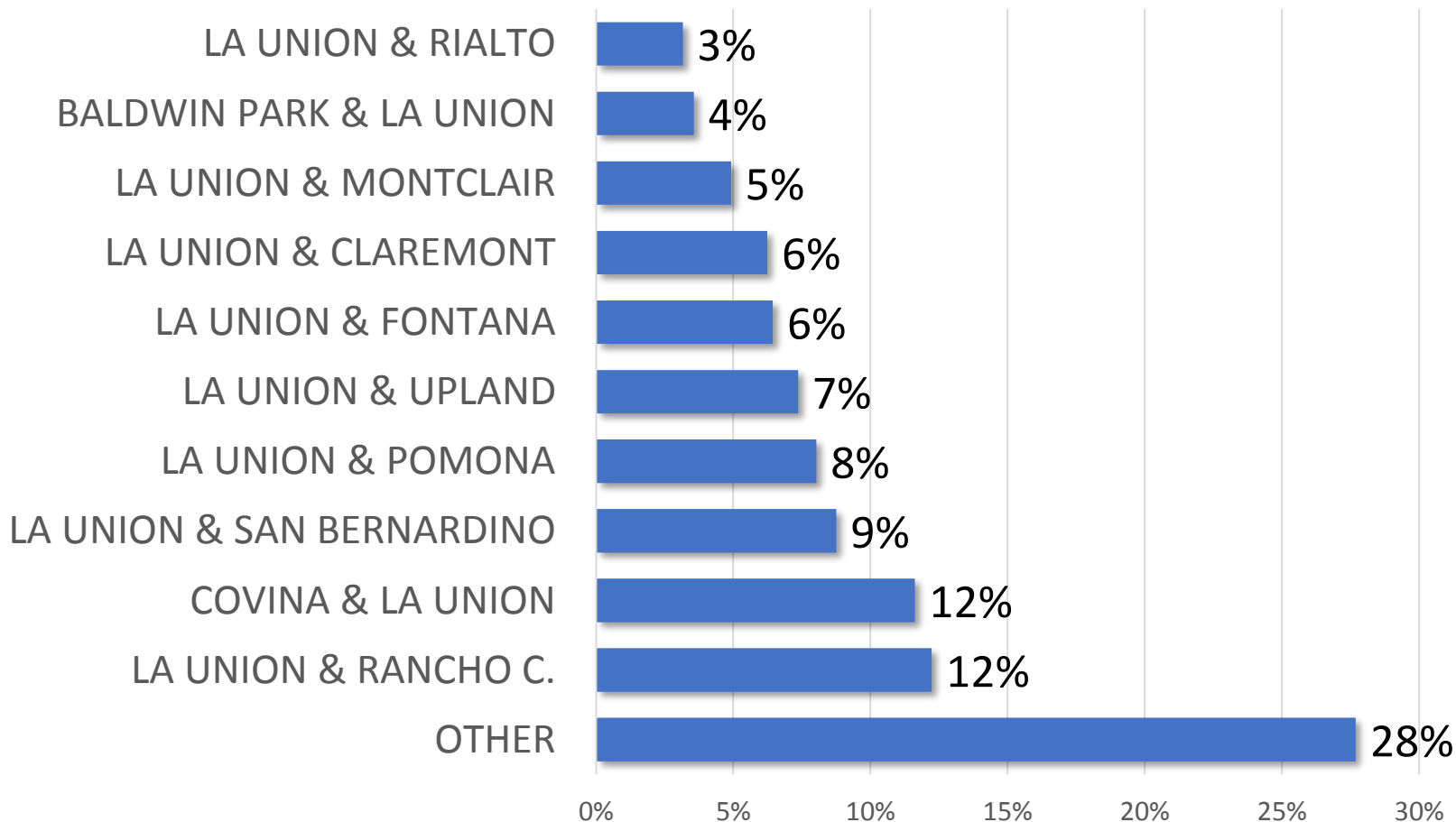
San Bernardino Line

- *Demographics*

Car Availability



Top Station Pairs





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San Bernardino Line

- Corridor Stats

Line Corridor Stats

1.3 million

Households

3.75
million

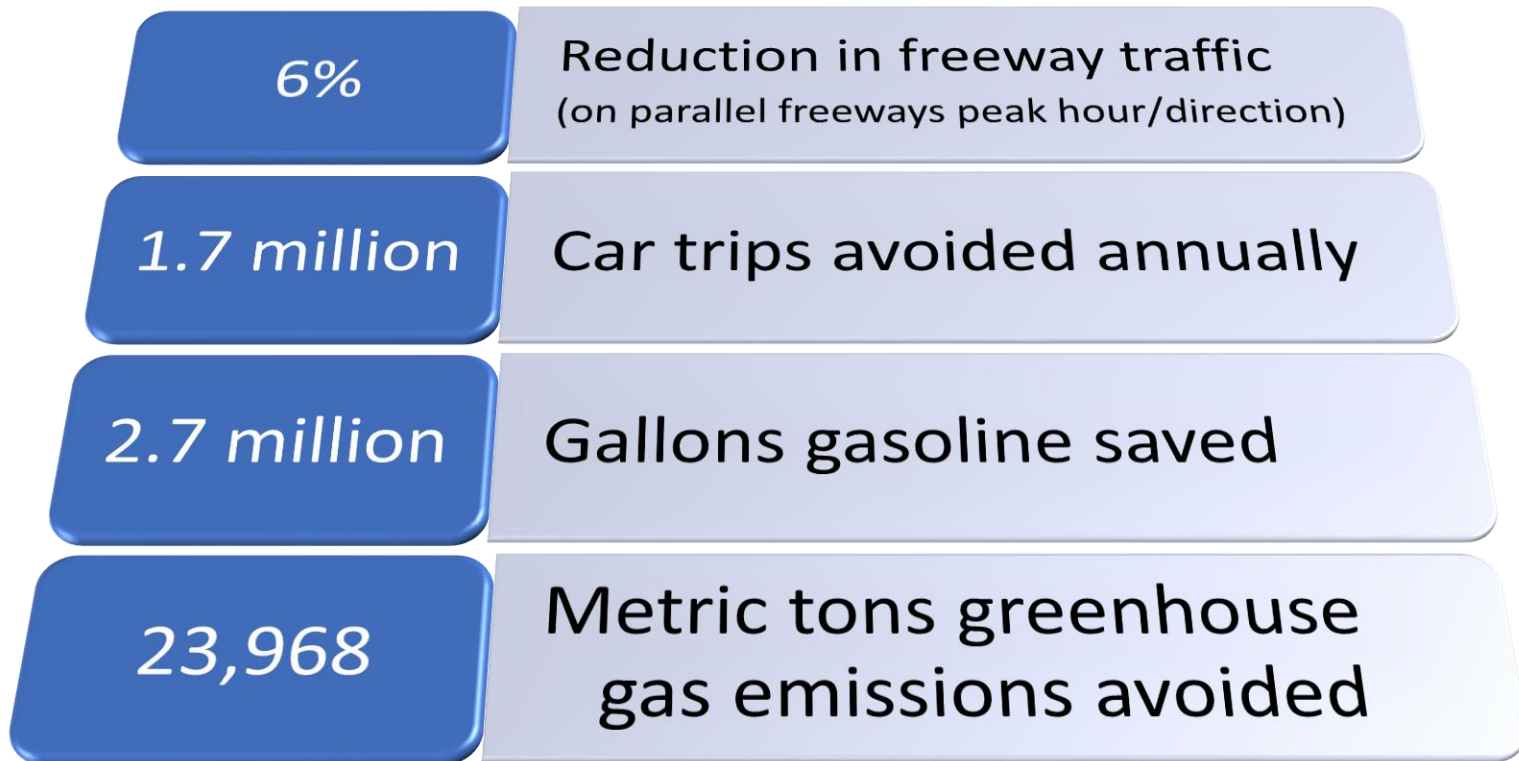
Population

97,000

Jobs within $\frac{1}{2}$ mile of
station



Annual Benefits for Line Corridor





Congestion Relief in the San Bernardino Line Corridor

- *If the San Bernardino Line did not exist nearly 70% of riders would drive to work and increase peak hour traffic on parallel freeways by 6%.*
- *That increase in congestion is enough to lower average freeway speeds by 10% - 30%.*

(Special Report 302, Transportation Research Board, Washington D.C. 2011)